

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office)

NOV 1949

Date of writing report 4th November 1949. When handed in at Local Office 4th November 1949. Port of Bergen

No. in Survey held at Bergen. Date. First Survey 30th June Last Survey 15th July 1949 (No. of Visits 2)

400 on the Machinery of the Wood, Iron or Steel S.S. Motorship "NORSTRAUM"

Gross Tonnage 191 Vessel built at Thorskog By whom P. Larson When 1892- ✓
 Net Tonnage 115 Engines made at Cologne By whom Hockner-Humboldt-Deutz A/G When Re-fitted 1947 ✓
 Owners Brødrene Utkilen Rederi Owners' Address 4 BRYGGEN, Bergen
 Managers Anders Utkilen (If not already recorded in Appendix to Register Book.) Port Bergen Voyage Fishing off Ireland
 If Surveyed Afloat or in Dry Dock Both (State name of Dock.) a/s Myllem & Karlsen.

Previous Report No. Port

Particulars of Examination and Repairs (if any) Machinery Survey

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.

Where damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose, and why they were declined.

Was a damage report made by anyone else? If so, by whom?

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? ✓

Donkey " " " ✓

What parts of the Boilers could not be thus thoroughly examined? ✓

What special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler? ✓

State latest date of internal examination of each boiler. ✓ Present condition of funnel(s) Good.

Did the Surveyor examine the Safety Valves of the Main Boilers? ✓ To what pressure were they afterwards adjusted under steam? ✓

Did the Surveyor examine the Safety Valves of the Donkey Boilers? ✓ To what pressure were they afterwards adjusted under steam? ✓

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? ✓ and of the Donkey Boilers? ✓

Did the Surveyor examine the drain plugs of the Main Boilers? ✓ and of the Donkey Boilers? ✓

Did the Surveyor examine all the mountings of the Main Boilers? ✓ and of the Donkey Boilers? ✓

Has the screw shaft now been drawn and examined? Yes Has it a continuous liner? No Is an approved oil retaining appliance fitted at the after end? No.

Has the shaft now been changed? No If so, state reasons. ✓ Has the shaft now fitted been previously used? ✓ Has it a continuous liner? ✓

Is an approved oil retaining appliance fitted at the after end? ✓ State date of examination of Screw Shaft 4/7-49. State the wear down in the stern bush 1/8" Is electric light and/or power fitted? Yes If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? No

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? ✓

Engine parts, when referred to by numbers, should be counted from forward.

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. Not complete.

Is the vessel's machinery has been examined by Mr. A. Andersen, the former non-exclusive surveyor to British Corporation at Bergen, but no report has been submitted.

In view of the limited time at disposal before the vessel was due to leave Bergen for the fisheries off Iceland the machinery has been partly opened up and examined as far as possible and a First Entry Report prepared, as now attached.

Vessel placed on slipway. Propeller, sternbush, seaconnections and their fastenings examined. Screwshaft drawn and examined.

Examined main engine cylinders, covers, pistons, valves and valve gears, connecting rods with their top and bottom ends, crank and intermediate shafts, clutches and reversing gears, and thrust shaft.

Working parts of main and auxiliary compressors examined.

Both starting air receivers examined internally as far as practicable.

Separate fuel tank, pumps and pumping arrangements examined.

General Observations, Opinion, and Recommendation:—

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, BS 9,11, B&MS 9,11 or LMC 9,11 or LMC 140 lb., FD, &c.)

It is submitted this vessel's machinery be classed MBS, when all outstanding items have been dealt with before the end of December 1949. Screwshaft to renew next docking.

Fee (per Section 29) Part Kr. 120.- Fees applied for 16/8 1949 Kr. 134.- Received by me, 26/8 1949

Damage or Repair Fee (if any) £ : : B. D. Watson / J. A. Bide Engineer Surveyor to Lloyd's Register of Shipping.

Printing expenses (if chargeable) Kr. 14.-

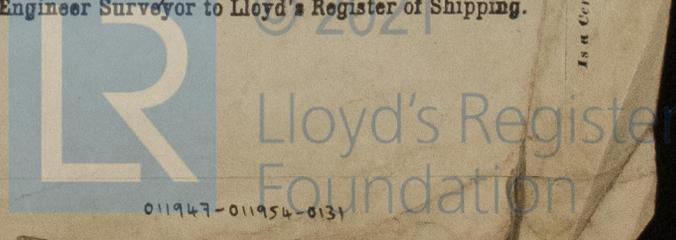
Committee's Minute FRI 9 DEC 1949

Decided Defered

CHARACTER	Years assigned now or expired	Machinery and Boiler Surveys (including date of N.B., if any)
✓ for Special Survey. Date of last Survey and of Periodical Surveys.		
B.C. class contemplated.		

Insert Character of Ship and Machinery precisely as in the Register Book.

Is a Certificate required? If so, to be sent to Yes, when Survey completed.



The manœuvring of the engines tried under working conditions.
The pumping and oil fuel piping arrangements found not in accordance
with British Corporation Rules.

The screwshaft found somewhat worn in way of after end of after bearing
and should be renewed next docking.

Main engine No 5 cylinder liner and piston now renewed.

A new stainless steel propeller now fitted.

Propeller found marked B.C., S.V. 16094, 14-6-49 L.T.

There remains to examine auxiliary engine and test air receivers
and examine and test electrical installation and to deal with all
items which are not in accordance with the Rules.

The owners state this will be attended to before the end of December next.

One copy of Cert. B.1 has been sent to the Oslo Surveyors.

S.A.B.



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